The Bulletins are published weekly throughout the school year (thirty issues) to aid teachers and students in keeping abreast of geography behind current news events.

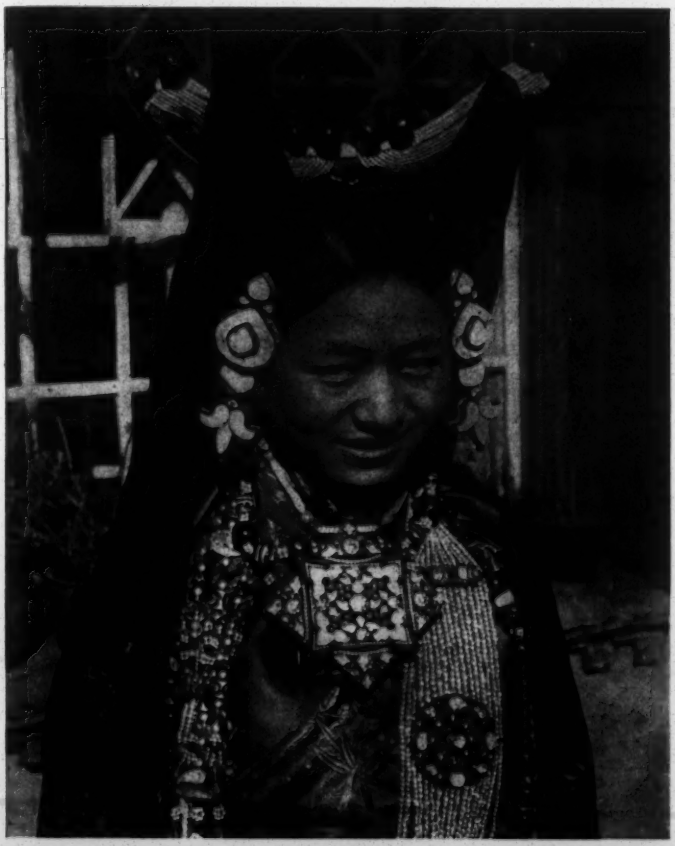
GEOGRAPHIC SCHOOL BULLETINS

of
The National Geographic Society
WASHINGTON 6, D. C.

The National Geographic Society is a non-profit educational and scientific Society established for the increase of geographic knowledge and its popular diffusion.

VOLUME XXVII October 4, 1948 NUMBER 1

1. Netherlands Empire Marks Golden Jubilee
2. For U. S. Trade, Tibet May Break Old Rules
3. Arnhem Land Expedition Reports Progress
4. Autumn Season of Farm Fairs Nears End
5. Umiak Passing from Eskimo Scene



LT. COL. ILIA TOLSTOY

DONNING A COSTUME WORTH $15,000, THIS RICH LHASA GIRL IS READY TO WELCOME THE NEW YEAR, WHICH COMES IN FEBRUARY IN TIBET (Bulletin No. 2)

Bulletin No. 1, October 4, 1948

Netherlands Empire Marks Golden Jubilee

JOINING in the August 31 celebration of the Golden Jubilee of the reign of Queen Wilhelmina was a "low country" homeland not much larger than Maryland and an overseas empire with three times the spread of Texas. These two units comprise the Kingdom of the Netherlands.

Some 60 times the area of the homeland lies in Netherlands overseas. Virtually all the territory abroad is in the rich islands of the Netherlands East Indies. Only a minor fraction is represented by the few small Caribbean islands of the Netherlands West Indies, and by Surinam (Netherlands Guiana), on South America's Atlantic shoulder.

Zuider Zee Reclamation Goes on

Centuries ago the dogged Dutchmen arose as if from the sea to cling to a line of sand dunes and a welter of swamps and river deltas along the edge of the European continent. Strengthening the sand dunes to hold back the North Sea, draining the swamps to provide farmland, building dikes and canals, and controlling the rivers, these lowland people actually built their country in great part with their own hands.

In the homeland they are still building. Since 1924 they have been engaged in a gigantic reclamation project—that of turning their Zuider Zee into farmland. World War II brought serious setbacks, but their patchwork of sand and sea has long rated as the nerve center of one of the world's strongest economic powers.

Geographical position made the Dutch a nation of traders, seafarers, and colonizers. Most of the commerce to and from the rich valleys of the Rhine, Maas (Meuse), and Schelde rivers passed through the Netherlands and used Dutch ports for transshipment between river and ocean. Netherlands ships naturally hauled this trade over the seven seas.

The Portuguese and British were their trade rivals. All three coveted the rich "spice islands" of the East Indies. In 1595 the British and Dutch drove out the Portuguese. Later the Dutch ousted the British and became sole owners of Java, Borneo, Sumatra, Bali, Celebes, and other productive islands between Asia and Australia.

Java Five Times as Populous as Homeland

Under Netherlands development the archipelago became almost the tail that wagged the dog, so outstanding did its position in world trade become. At the start of World War II, the Netherlands Indies produced nine-tenths of the world's cinchona bark for quinine, seven-eighths of its pepper, seven-tenths of its kapok, more than a third of its rubber, a third of its hard cordage fiber, about one-fourth of its coconut and palm-oil products, and one-fifth of its tea. It also shipped important quantities of oil, tobacco, sugar, coffee, teakwood, and tin.

Netherlands overseas contains an estimated 70 million persons, about 45 million of them on the island of Java. The homeland's population has

ENTERED AS SECOND-CLASS MATTER APRIL 27, 1943, POST OFFICE, WASHINGTON, D. C., UNDER ACT OF MARCH 3, 1879.
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UMI

J. W. MCMANIGAL

TENSE 4-H BOYS EXHIBIT THEIR PRIZE SHEEP AT THE HORTON, KANSAS, COUNTY FAIR (Bulletin No. 4)

Bulletin No. 2, October 4, 1948

For U. S. Trade, Tibet May Break Old Rules

IS TIBET abandoning its long-cherished hermit life? The first trade mission to the United States from that lofty inner-Asia land returned home laden with catalogues describing American goods. These United States products may eventually be exchanged for Tibetan wool, yak hair, handmade curios such as jewelry and ornaments, hand-woven carpets and tapestries.

The sudden appearance of the five-man party which recently visited the United States to study possibilities of direct trade with this country was all the more surprising because previous reports had indicated that Tibet was to replace by stricter isolation the travel restrictions which were relaxed during the war.

Geographical Position Has Retarded Trade

Whatever incentives have led Tibet to reach from behind its curtain of mystery toward the plums of world markets, the country will have to start from "scratch" to build up an international trade. Towering mountain barriers, primitive transport, and lack of trades and industries are a few of the nation's commercial handicaps.

Tibet, on the arid, windswept top of the world, with an area of nearly half a million square miles, has no railroads. Trucks and other motor vehicles seldom roll along the country's few roads. The transportation aids usual to modern commerce in developed countries are almost unknown in this rugged plateau country.

Bridges are often rope spans stretched above sheer gorges. Frail yakskin boats ply Tibet's swift rivers. Narrow, rocky trails, worn for centuries by the hoofs of caravan beasts, wind up to bleak, snow-packed passes miles above sea level.

The people of Tibet (illustration, cover) are roughly estimated to number several million. They engage in few arts or handicrafts beyond a little weaving and knitting, the making of simple ornaments, and laborious execution of a variety of articles for the decoration of their temples and monasteries and for use in their religious ceremonies.

A Land of Priests and Farmers

However, their impressive architecture somewhat compensates for deficiencies in other lines of art. Monasteries, massive and many-storied, crown bleak heights across the land. Most famous is the Potala, hilltop home of the Dalai Lama at Lhasa (illustration, next page).

It is customary for at least one son of a Tibetan family to become a priest. Those who are not members of the numerous lama priesthood, that controls the country under the supreme Dalai Lama, make a meager living growing barley, and raising such livestock as sheep, goats, and yaks.

The long-haired, humpbacked yak is Tibet's economic mainstay. It provides milk and the much-prized yak butter, as well as farm labor and transport.

Yak hair and tails, used for Santa Claus beards and theatrical wigs,

UMI

held in spite of World War II at about 9 million. The Netherlands Empire is outranked only by those of the British and French in population and importance. The Portuguese empire is slightly larger in area.

The empire's Golden Jubilee celebration occurred on Wilhelmina's 68th birthday. Six days later, September 6, marked exactly her half century on the Netherlands throne. Hers is the longest queenly reign since that of Great Britain's Victoria. On that day Wilhelmina retired and her daughter, Juliana, was formally made her successor.

Today's visitors, scanning the streets of Amsterdam (illustration below), Rotterdam, and The Hague ('s Gravenhage), and the diketops of the countryside, agree that the Netherlands is a land of bicyclists. There were four million bicycles registered before the war, and even the queen was an occasional pedal pusher.

NOTE: The various units of the Netherlands Empire may be located on the National Geographic Society's World Map. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

For further information, see "Mending Dikes in the Netherlands" (20 photographs), in the *National Geographic Magazine* for December, 1946; "Holland Rises from War and Water" and "The Face of the Netherlands Indies" (20 photographs), February, 1946; "Low Countries Await Liberation," August, 1944*; and "Curaçao and Aruba on Guard," February, 1943. (*Issues marked with an asterisk are included in a special list of Magazines available to teachers in packets of ten for $1.00.)*

See also, in the GEOGRAPHIC SCHOOL BULLETINS, January 19, 1948, "Aruba Is West Indies Success Story in Oil"; and "Bicycle Lack Hampers Netherlands Recovery," October 27, 1947.

MCFALL, KERBEY

A STREETCAR MAILBOX STARTS AMSTERDAM LETTERS ON THEIR WAY AS SOON AS DEPOSITED

Bulletin No. 3, October 4, 1948

Arnhem Land Expedition Reports Progress

WITH one chapter written of an adventure story already full of achievements and trials, an expedition to Australia's "Stone-Age" Arnhem Land has moved on to its second base of operations at Yirrgala on the mainland of northern Australia.

The first work of this scientific expedition—which is sponsored by the National Geographic Society, Smithsonian Institution, and Commonwealth of Australia—was carried on for three months at Groote Eylandt (Big Island) off Arnhem Land's east coast.

Weird Insect Life

There, according to a report recently received at the Society's headquarters from Howell Walker, its representative with the party, specialists in various fields bagged an assorted collection of specimens and factual details on life in this primitive, time-forgotten region.

"Some weird things come to life," said one entomologist, who also doubles as the expedition's cook. Leaf and stick insects, termites, ants, beetles, and the larvae of yet-to-be-identified butterflies or moths, flies, wasps, and native bees are examples of the Big Island's natural history which will go to Australia's Sydney Museum as the result of the first work of the expedition. A "cockroach committee" of women and children from the island's aborigines aided the bug hunt by turning in a catch twice a day, for payment in tobacco and candy.

The students of the ways of fish, birds, plants, and mammals collected hundreds of specimens in their respective fields. In one month, 16 different species were obtained of Australia's strange and primitive animals, including the wallaby, bandicoot, marsupial mouse, echidna, and dingo.

"The most important result of a week-long trip," reported a mammalogist, "was a ledge-inhabiting, fat-tailed rat of a group considered characteristic of the arid central and northwestern parts of Australia."

Saw Secret Ceremonies

The human inhabitants as well as the beasts and plants of Arnhem Land and near-by islands have been almost unknown to science. From the outside world, only a few Christian missions have been in touch with the wild tribesmen who live under Stone-Age conditions, without even bows and arrows for weapons (illustration, next page).

On the first lap of their trip, expedition members had an opportunity to observe sacred ceremonies which probably no other white men have seen. Exploring caves of next-door Chasm Island, they also came upon aboriginal rock paintings which were first discovered in 1802.

The anthropologists made plaster casts of aboriginal faces and hands, and excavated an old Malay fishing site for archeological finds. The nutrition and anatomy specialists, including the two feminine members of the expedition, studied native food habits and health conditions.

Even before the work got under way, however, misfortune plagued the party. Instead of the dry season which is normal for this tropical area

UMI

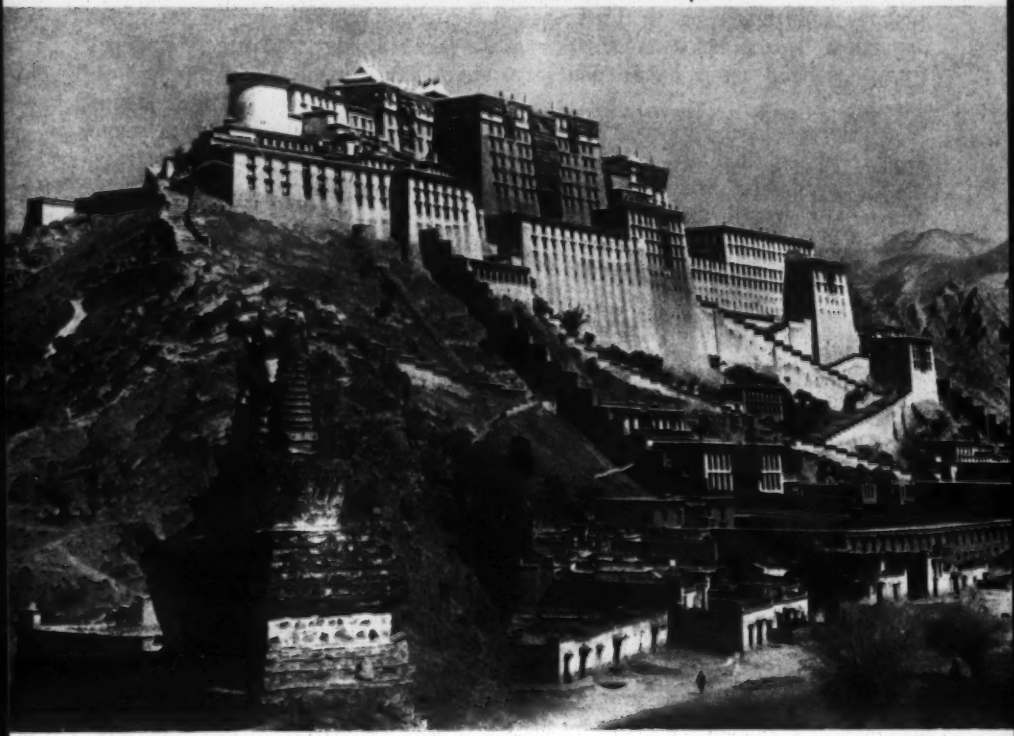
are among the odd items now offered by the Tibetans for American markets. Wool has been the leading export in the past. Other resources, except for the widely distributed gold, are unknown.

Before any direct trade can be promoted with landlocked Tibet, the recent mission has indicated that agreements must be made for passage across northeast India, shortest route to the sea. Other existing trails lead deeper into the heart of Asia, or northeast and east into China, which claims a measure of sovereignty over Tibet.

In spite of conflicts and restrictions, Tibetan mule and yak trains have trudged for centuries into India and China with bales of wool and skins, musk for perfumes, yak tails, and prayer wheels. They return with silk, rice, cotton, tobacco, and sugar. During World War II, the "Tortoise Road" across Tibet from Sikkim, India, saw increased traffic as permission was given for the Allies to ship blankets, cotton goods, medicines, and other essentials to beleaguered China.

NOTE: Tibet is shown on the Society's map of Asia and Adjacent Areas.

For additional information, see "Across Tibet from India to China," in the *National Geographic Magazine* for August, 1946*; and "Isolated Tibet Closes Doors to Outsiders," in the GEOGRAPHIC SCHOOL BULLETINS, January 12, 1948.



C. SUYDAM CUTTING

A MOUNTAIN OF MASONRY COVERS A HILL, MAKING A MAMMOTH HOME FOR TIBET'S DALAI LAMA

The stupendous front of this building, called the Potala, is 440 feet high and 900 feet wide. The Dalai Lama, youthful ruler of Tibet, lives in the dark central portion of the upper tier. From the vast rooftop promenade, he looks down on his followers in Lhasa.

Bulletin No. 4, October 4, 1948

Autumn Season of Farm Fairs Nears End

THE fear that the country fair is on the way out no longer haunts lovers of that rural American institution. More than 2,000 fairs filled the nation's calendar for the August-September-October season, still in full swing in various parts of the country.

Basically, fairs are still devoted to agriculture despite the profusion of side attractions, which includes politicking in this presidential campaign year.

New York County Fair Resumes after 51 Years

Elkanah Watson started it all almost a century and a half ago. One proof that a new heyday has overtaken his idea of exhibiting farm products was the scene recently staged in New York's Rockefeller Center. There, in the very heart of Manhattan, a real farm-exhibit fair boomed for ten days in late September.

Sulky races, parachute jumpers, and livestock were missing. But just about everything else to attract city and country folk alike was on the scene. This year's New York County Fair ended a 51-year lapse started by the Spanish-American War. The first New York County Fair was held in 1828.

Who was Elkanah Watson? He was a business man and world traveler, a friend of Benjamin Franklin, who turned from fortune making to farming 150 years ago.

He didn't organize the first fair. There were fairs in ancient Babylon, Ninevah, and Tyre. Trade fairs have been important in Europe's history since medieval times. Farm-market fairs attracted American colonists prior to 1650.

Farm Fair Is Distinctly American

However, in 1807, when Watson exhibited some fine Merino sheep in the public square of Pittsfield, Massachusetts, his farm neighbors liked his idea of showing with barter not the primary object. Organized exhibits at Pittsfield, beginning in 1810, molded the style of the fair of today, distinctly American, stressing the farmer rather than the merchant.

At the fair, the farmer examines new methods and machinery, and trades ideas with his county neighbors to improve his results. He exhibits his finest grain, produce, and livestock. His wife shows pies and relishes, flowers, and needlework. Inspired by farm clubs, youthful farmers now vie for blue ribbons along with their parents (illustration, inside cover).

Being very human, the farm family welcomes crowds to admire its achievements. So midway, racetrack, and featured crowd-drawing acts continue to make a tail that sometimes wags the dog. All angles of showmanship are exploited.

Baby shows and beauty contests, name bands, and night fireworks draw well at the fairs in this postwar era. Acrobats, trick cyclists, trained animals, and many other vaudeville acts of the type that once thrived in city theaters now have their chief fling in a three-month circuit of the fairs.

UMI

between March and October, torrential rains and storms hampered operations and cut off supplies.

The radio set brought to the Umbakumba camp on Big Island was damaged, preventing communication. A shortage of provisions loomed. Under the expedition's leader, Charles P. Mountford, Australian ethnologist, several of the men toiled 38 miles on foot, through heat and flood, to seek help at the island's mission station. From there a broadcast appeal soon brought food to the camp, flown in by the Royal Australian Air Force.

Meanwhile, the supply ship *Phoenix* was not only temporarily held up in Darwin with the bulk of the food supplies, technical equipment, and several expedition members, but was further delayed when she stranded on a reef in the Arafura Sea. Extricated days later, she was more than five weeks overdue on arrival at Big Island.

NOTE: Arnhem Land is shown on the Society's map of Australia.

For further information, see "An Arnhem Land Adventure," in the *National Geographic Magazine* for March, 1948.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, January 26, 1948, "Arnhem Land's Stone-Age Life to be Studied."

DONALD F. THOMSON

AN ARNHEM LAND ABORIGINE SWINGS HIMSELF INTO A QUONSET-SHAPED UPPER BERTH: THE FIRE BELOW HELPS REPEL MOSQUITOES WHILE HE SLEEPS

Bulletin No. 5, October 4, 1948

Umiak Passing from Eskimo Scene

IN Eskimoland, and in Eskimo talk, the *umiak* is making way for the *pryontelerak*. In other words, the large open boat of skins and driftwood which has served the Eskimo so well for centuries is gradually being replaced by the motorboat. Pryontelerak means smelly-smoke-propelled-boat, which is a fairly accurate description of the motorboat.

Dispatches from a Danish official in Greenland lament the fact that "modern technique is outdistancing the national, the interesting, and the picturesque," but he admits that the umiak cannot compete economically with the motorboat.

A Craft of Many Qualities

At the other end of Eskimoland—in Alaska—the trend toward motorization started before the war. Bering Sea umiaks were fitted with outboard motors (illustration, next page), combining the best of old and new.

It is readily admitted that a motor-driven propeller beats paddling, but most Arctic authorities agree that for seaworthiness, resilient strength, shallowness of draft, ease of movement, and load-carrying ability, few boats devised by man have been equal to the umiak.

Where it is still used, the fragile-looking craft is built today exactly as it was constructed at the beginning of the Christian era. From small bushes growing along Arctic coasts and from driftwood washing ashore, Eskimos build a simple framework with little distinction between bow and stern. Then, with sinew, they sew together skins—from seals, walruses, or white whales—and stretch them over the form while still wet. As the hides dry, they shrink to make a skintight cover.

This skin hull begins to decay if left continuously in fresh water more than two or three days, or in salt water eight or ten days. When not in use, the light boats are always lifted onto racks to dry—one of the most typical sights of an Eskimo village. On long trips the necessity of occasionally drying out the umiak is no drawback since the usual practice is to bring it ashore at every night's camp and prop it on its side for a windbreak.

Everything and Everybody Piles in

Umiaks vary in size from 15 to 40 feet long, the average boat being about five feet wide. They carry unbelievably bulky and weighty loads. As many as 70 passengers have been reported aboard a single craft.

Eskimos pile everything and anything into their umiaks—furs, skins, tents, food stores, recently killed seals, old boxes, and usable driftwood. Old men, children, women, and dogs usually make up the passenger lists. A man, seated at the stern, steers the dorylike vessel. In Greenland, where women usually do the paddling, the umiak is known as the woman's boat. Alaskan and Mackenzie umiaks, however, are paddled by either men or women—often both.

But in all Eskimoland the traditional man's craft is the *kayak*. Much smaller than the umiak, it is a single-seater used by hunters for speed and maneuverability. It is faster than the Indian-type canoe.

Like the umiak, the kayak is made of skins stretched over a light frame,

In September alone, some of the large state fairs anticipate admissions numbering 100,000 and up. Included are those at Detroit, St. Paul, Columbus, Sacramento, Syracuse, Louisville, Salt Lake City, Des Moines (illustration, below), Trenton; at Hutchinson, Kansas; Staunton, Virginia; Lewiston, Maine; and Huron, South Dakota. Estimates for total attendance at all fairs run as high as 50 million people.

In Massachusetts, New York, and Pennsylvania, the lists of autumn farm fairs run to 100 or more. As the nation grows older, the anniversary theme is used in billing a few fairs each year. The long-established fair at Reading, Pennsylvania, for example, is enhanced this year by celebrations of the community's bi-centennial.

NOTE: For additional information on various types of fairs, see "England's Wild Moorland Ponies," in the *National Geographic Magazine* for January, 1946*; and "Peiping's Happy New Year," December, 1936; and, in the GEOGRAPHIC SCHOOL BULLETINS, April 15, 1946, see "Swords, Suburb of Dublin, Scene of Fairs and Fights."

J. BAYLOR ROBERTS

AGE MEETS YOUTH IN THE IOWA STATE FAIR CHECKER TOURNAMENT AT DES MOINES

Each man plays two games with every other contestant, getting two points for a win and one for a draw. High score wins the tournament. Judging by facial expressions, the complacent man at the left seems to "have the jump" on his youthful opponent.

with the difference that the top of the frame is covered, making a "deck" with a hole in it just large enough for the kayaker's body. He literally becomes part of his vessel as he fastens his sealskin coat around this opening. He can roll over with his head hanging straight down under water and then right himself with no damage done.

An Eskimo village on the hunt or moving to a new location advances convoylike, using both umiaks and kayaks. The former are the freighters, carrying goods and passengers. Kayaks are the outriding destroyers, darting about for protection and scouting. When a kayaker spears a seal, the kill is dumped into one of the umiaks until camp is made.

In case the hunters find no food for days and starvation threatens, the umiak is put to the strangest use in maritime history: it is eaten. The rawhide hull has no injurious tanning chemicals and is rich in protein. The best way to prepare umiak stew is to cut up the hide and boil it to a tasteless, jellylike consistency. Through the centuries many a stranded and starving party must have been confronted with the unique problem of whether to eat their boat or save it for transportation.

NOTE: Regions where the umiak is used may be located on the Society's map of Canada, Alaska, & Greenland.

For additional information, see "Americans Stand Guard in Greenland," in the *National Geographic Magazine* for October, 1946*; and "Desolate Greenland, Now an American Outpost," September, 1941; and in the GEOGRAPHIC SCHOOL BULLETINS, November 12, 1945, see "Poor Transport Shackles Giant Alaska's Development."

HENRY B. COLLINS, JR.

UMIAKS POWERED BY OUTBOARD MOTORS TOW A DEAD WHALE HOME FOR A FEAST

These two vessels—typical Eskimo skin boats—are tied by walrus-hide lines to three others to generate enough power to haul the prize ashore. The land ahead is Alaska's Cape Prince of Wales, North America's westernmost point. Umiak construction is simplicity itself. Skins are placed on the wooden frame, stretched over the gunwales, and lashed down with thongs to the inside ribs.